Manitoba-Ontario Interconnection

Alternative Corridors Status Report

November 1991

manitoba hydro

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Manitoba Hydro's Development Plan

Manitoba Hydro is currently pursuing a number of long-term capital investment and conservation initiatives. These are intended to meet projected consumer needs into the next century and to improve the security and reliability of the province's electrical system.

Part of Hydro's capital plan is to build the 1390 megawatt Conawapa Generating Station on the Nelson River, downstream from the soon-to-be-completed Limestone project. This facility will generate needed power for both projected demand within Manitoba and committed sales to Ontario and the United States.

Also proposed is development of the Conawapa-Winnipeg Power Transmission Complex, known technically as the Bipole III Complex, and the Manitoba-Ontario Interconnection.

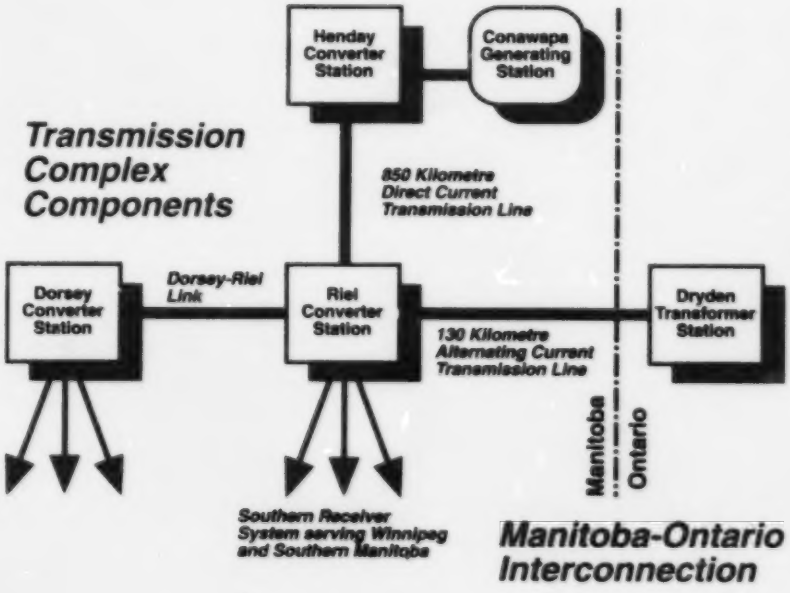
The Interconnection, as well as each of the Bipole III components, is the subject of a separate site or route selection and environmental assessment study.

The Manitoba-Ontario Interconnection

In 1989, Manitoba Hydro entered into an agreement to sell up to 1000 megawatts of power annually to Ontario Hydro, over a 22-year period beginning in the year 2000.

To meet its obligations under the Sale Agreement, Manitoba Hydro proposes to build the Manitoba-Ontario Interconnection, a new high voltage AC (alternating current) transmission line from Winnipeg eastward to the Manitoba-Ontario border. The line would originate at Riel Station, a proposed new converter station to be developed east of Winnipeg as part of the Conawapa-Winnipeg Transmission Complex. The Interconnection will be about 130 kilometres in length. At the border, the line will be connected to a new Ontario Hydro transmission line to a proposed transformer station near Dryden.

Construction of the new Interconnection is necessary since existing interconnections between the Manitoba and Ontario transmission systems are inadequate to handle the amount of power required under the agreement.



The Interconnection Alternative Corridors Study

Route selection and environmental assessment of the Manitoba-Ontario Interconnection is being undertaken in two stages. This booklet describes work done to date on the corridor selection stage. Selection of a specific route within the preferred corridor and detailed environmental impact studies will occur in the second stage, once the preferred corridor has been finalized and approved.

Careful route selection is an effective way of avoiding or minimizing the potential adverse effects of transmission line development. Over the past year, Manitoba Hydro and its consultants have undertaken an analysis of regional features, some of which offered opportunities for routing, and others that should be avoided. This screening process resulted in the identification and evaluation of four alternative transmission line corridors between Riel and the Manitoba-Ontario border. Each corridor, typically between three and five kilometres wide, is capable of accommodating several alternative routes. (Routes are defined as rights-of-way 76 metres in width.)

Hydro has concluded that while all four corridors meet established functional and technical requirements, the two northernmost corridors are preferable. This booklet describes how and why these judgments were made.

Following public consultation and prior to completion of this first stage analysis, the preferred alternatives will be further refined and subjected to more detailed environmental impact study. Of particular importance will be an assessment of their respective implications for particular border crossing areas and their compatibility with Ontario Hydro's route selection process. For this purpose, close coordination with Ontario Hydro has been and will be maintained to ensure establishment of a mutually acceptable border crossing.

Public Review and Consultation

This status report provides an information base for public and community consultation on the alternative corridors. More detailed information will be available from Hydro's Environmental Management Division as the study proceeds.

Beginning in the fall of 1991, Hydro's representatives will hold a series of public open houses and other meetings throughout the study area to discuss the evaluation of corridor alternatives. Manitoba Hydro invites public discussion and comment on its analysis and conclusions. Area residents, property owners, environmental interest groups, Whiteshell interest groups, Shoal Lake Indian Bands 39 and 40, government officials, and other interested parties are invited to participate.

Feedback from the public consultation program and discussions with Ontario Hydro will assist Manitoba Hydro in preparing the final Corridor Selection Study to be submitted to provincial and federal environmental review authorities in early 1992.

The Manitoba-Ontario Interconnection

Under the terms of the 1989 sale agreement between Manitoba Hydro and Ontario Hydro, each utility is responsible for the planning and development of its portion of the Interconnection.

Project Design

The basic project concept has been developed jointly by Manitoba Hydro and Ontario Hydro. It calls for transmission of power via a high voltage 500 kV AC interconnection. The line will originate at the proposed Riel Converter Station, the Winnipeg terminus of the Bipole III HVDC Transmission Line.

Detailed engineering design for the Interconnection will be initiated following the approval of a preferred corridor. The new line will consist essentially of three metallic conductors strung from steel towers approximately 45-50 metres in height. Guyed towers are typically used in undeveloped or non-agricultural areas, while self-supporting towers are typically installed elsewhere. Tower spacing is approximately four per mile.

Right-of-Way Requirements

The Manitoba-Ontario Interconnection will typically require an unobstructed strip within the right-of-way, approximately 60 metres in width. This is needed to avoid any potential interference with the conductors and to facilitate ongoing maintenance.

The new transmission line will cross both Crown and privately-owned property. Hydro typically acquires the right to use property for transmission lines by means of easement agreements, Crown land reservations, permits, or other similar instruments, rather than outright purchase. Alignment adjacent to existing transmission line rights-of-way is preferred wherever viable.

The corridor alternatives identified by Hydro avoid Indian Reserves. Hydro will consult with aboriginal people about any possible impact on potential land claim areas or traditional resource use areas.

This guyed tower design on an existing 500 kV line is likely to be similar to that used for the Manitoba-Ontario Interconnection.

Line Clearing and Construction

Following the selection of a preferred corridor, more detailed analysis of factors such as terrain, soils, water crossings, and bio-physical and socio-economic constraints will to a large extent determine where the specific transmission line route will be located.

Cutting of the right-of-way centreline is scheduled to begin in the fall of 1997, followed by clearing within the right-of-way. Clearing and construction techniques will be carefully planned in consultation with the Manitoba Department of Natural Resources.

Construction will then take place, including installation of tower foundations and guy wire anchors, tower assembly and erection, and conductor stringing. Depending on soil, access conditions, and environmental sensitivities, especially in the eastern portion of the line, winter construction is generally favoured. In the western area, if construction is scheduled for other times of the year, timing will be modified to minimize seasonal impacts on agriculture.

Manitoba-Ontario Interconnection Study Area

Environmental Impact Issues

During the first stage of study, potential interconnection corridors were identified, by using constraint criteria to determine sensitive environmental features to be avoided at the regional level. During the second stage of study, Hydro will identify a specific route within the approved corridor and prepare an environmental impact assessment (EIA) of it.

The EIA will cover potential project impacts of a physical, biological, social, cultural, and economic nature. Effects on terrain, agricultural operations, drainage, water bodies, habitats for flora and fauna, recreational resources, and area aesthetics will be assessed. The subject of electric and magnetic fields will also be addressed. Suitable measures and programs will be identified to mitigate potentially adverse impacts, and to enhance positive impacts of the project.

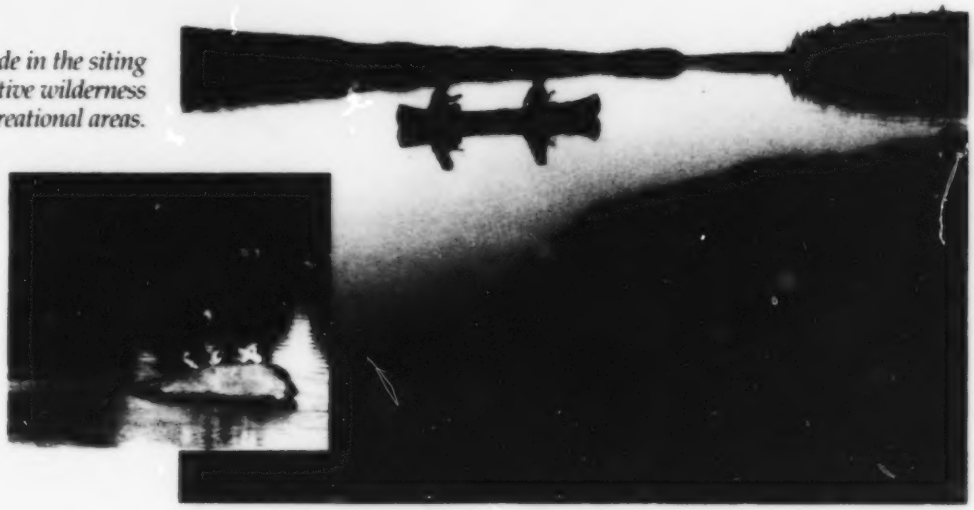
Effects on Recreation and Wilderness Areas

As the line approaches the provincial border, it could introduce a new linear right-of-way in forested areas that are popular outdoor recreation and cottage areas. The new right-of-way may increase use of formerly inaccessible areas. The permanent intrusion of new structures and a cleared right-of-way in this environment will also have an unavoidable impact on the visual quality of the area. This loss of aesthetic enjoyment may be particularly felt by local populations and visitors; those whose economic livelihoods are dependent on these environments; and those committed to special protection of highly valued landscapes and wilderness areas.

Land Use and Property Impacts

During corridor identification, a general effort was made to avoid residential communities and other particularly sensitive land uses, such as cottage development and prized recreational areas. More detailed land use and property impacts will be addressed during route selection. Where necessary, and where opportunities to avoid sensitive uses are physically limited, mitigation measures will be developed.

Efforts will be made in the siting process to avoid sensitive wilderness and outdoor recreational areas.



Electric and Magnetic Fields

As with any electrical equipment, electric and magnetic fields (EMF) will occur along the transmission line. To date, the weight of scientific evidence on this subject has not established any cause-effect link between EMF exposure and adverse effects on human health. In recognition of public concern, Hydro will continue to measure and predict EMF levels at its own facilities, to conduct its own EMF research, and to monitor world-wide scientific studies on the subject.

If ongoing research provides scientific evidence that indicates a need to modify existing practices, Hydro will take whatever prudent measures are required to protect public and employee health and safety.

Measures will be taken during project design to mitigate the potential for electronic interference from EMF.

Employment and Business Opportunities

Clearing and construction of the Manitoba-Ontario Interconnection will create an estimated 1450 person-months of direct employment over a three-year period, requiring a peak work force of about 200 people.

While some local employment and business opportunities are expected, the Interconnection will not yield long-term direct economic development benefits to the region through which it runs. The line is intended to export electricity to Ontario and is not planned to serve area resource development or communities.

The construction phase will generate business and employment opportunities extended over a three-year period.

Impact Management

The first stage corridor selection process will facilitate subsequent selection of a specific route to avoid sensitive biological and socio-economic features. If avoidance is not possible, undesirable effects will be minimized through use of measures such as buffer zones, selective clearing, site restoration, careful tower siting, and controlled access.

An environmental impact statement will be prepared outlining the measures Hydro will take to minimize the potential adverse impacts of clearing, construction and operation. These will include such matters as right-of-way maintenance, transmission line inspection and repair, and responses to emergencies. Hydro and its contractors will comply with all applicable regulations and industry codes to protect the environment.

Prior to corridor identification, a study area was defined, extending from the proposed Riel Station site to the Ontario border.

For descriptive purposes, the study area was divided into three zones.

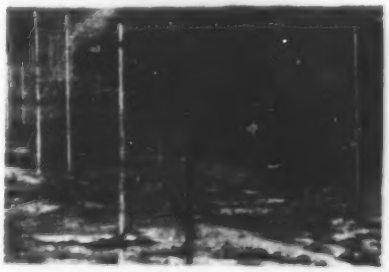
Eastern Zone

This part of the study area is located on the edge of the rugged, rocky, lake terrain of the Canadian Shield. Granite outcrops are common, with low-lying areas between outcrops typically covered with peat. Extensive fens and bogs are dominated by black spruce, tamarack, eastern cedar and willow in poorly drained areas. The remaining forested areas consist of typical mixed boreal forest dominated by jack pine. Red and white pine, formerly more abundant, have been almost totally replaced by jack pine, due to logging and forest fires. Virtually no cereal crop production takes place because of soil limitations.

Whiteshell Provincial Park occupies a large part of the eastern zone and contains numerous lakes. The Park is one of Manitoba's most popular outdoor recreation areas. Cottage developments, campgrounds, trailer parks, motels and commercial services are located around many of the major lakes. The Mantario Wilderness Zone, which occupies 12% of the park, has been set aside for activities such as camping, hiking and canoeing.

The community of Rennie is located on Highway 44 just west of the Park. The resort community at Falcon Lake, on the Trans Canada Highway, also houses a year-round population. The Shoal Lake Indian Reserves 39 and 40 are located south of the Park.

Established linear rights-of-way in the eastern zone include the CN and CP main railway lines and the Trans Canada gas pipeline. In addition, an existing 230 kV Manitoba-Ontario interconnection through the Mantario Wilderness Zone, an operating 115 kV line, and the abandoned right-of-way of a former 115 kV line, extend easterly from Seven Sisters Generating Station to the Ontario border. Whiteshell Provincial Park is also traversed by a number of highways, principally Provincial Trunk Highways 1 and 44 and Provincial Roads 307 and 309.



The existing 230 kV Manitoba-Ontario Interconnection, which extends through the Mantario Wilderness Zone, consists of two tower lines.

Central Zone

The central zone is essentially a transition between the eastern Canadian Shield and the western plain, but is quite different from either of them. As agriculture capability is low, due to the widespread presence of coarse textured, stony and peat soils, the area is used more for livestock production and forestry.

Vegetation ranges from a mixture of prairie and wooded areas to typical mixed boreal forest. Wildlife is diverse, with many species from both the boreal forest and the prairie represented. Agassiz and Sandilands Provincial Forests occupy a significant portion of the region. There are only a few small communities in this area.

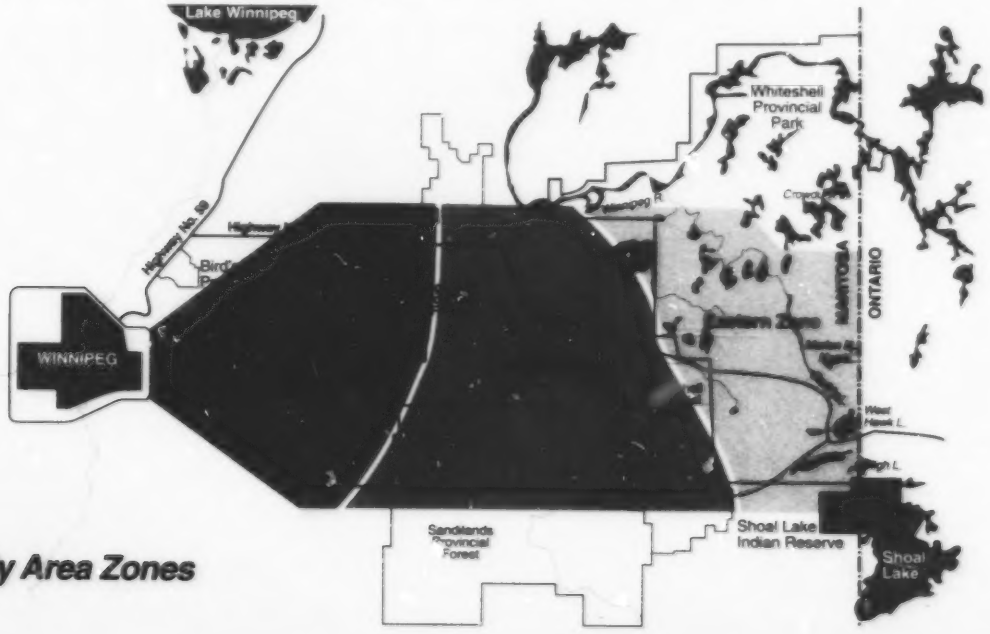
Established linear rights-of-way in the central zone include several of those present in the eastern zone, notably the railways, highways, and the gas pipeline.

Western Zone

The western zone is a low-lying plain created by glacial Lake Agassiz. Soils are highly fertile and support intensive grain farming, as well as dairy, cattle and hog farming. Native vegetation originally consisted of tall grass prairie and sedges but, at the present time, most of the area has been cultivated for crop production. Remaining treed areas occur primarily along stream channels and on uncultivated uplands. Trembling aspen and burr oak dominate. Wildlife found in this portion of the study area consists of typical prairie species.

Beausejour, Oakbank, Dugald, and Anola are the principal centres in the area. A substantial amount of rural residential development exists in the region, particularly along the Trans Canada Highway, Provincial Trunk Highways 15 & 12, Provincial Road 302, and along the Brokenhead River.

There are a number of established rights-of-way in the western zone, most of which radiate easterly from the Winnipeg metropolitan area. In addition to those which extend through other zones of the study area (the railways, and the Trans Canada highway and gas pipeline), these include Provincial Trunk Highway 15, and the Greater Winnipeg Water District aqueduct and railway to Shoal Lake. Existing high voltage transmission lines include several lines to Winnipeg from generating stations on the Winnipeg River and both 230 kV and 500 kV Manitoba-U.S.A. interconnections. One of these, the 500 kV Dorsey-Forbes line, occupies part of an otherwise undeveloped 232-metre right-of-way extending 35 kilometres east from Winnipeg to the vicinity of the hamlet of Vivian. Both interconnections swing south toward the international border in the eastern portion of the zone.



Study Area Zones

Corridor Siting Criteria

Three groups of criteria were used to identify corridors and to compare their relative advantages and disadvantages.

Functional, Technical and Economic Requirements

Functional, technical and economic requirements for an acceptable corridor include:

- Connecting the Manitoba Hydro and Ontario Hydro segments of the line at a mutually acceptable border crossing location;
- Avoiding water crossings wider than 600 metres;
- Minimizing crossings of existing high voltage transmission lines; and
- Minimizing overall costs.

Biophysical and Socio-economic Constraints

Biophysical and socio-economic constraints that define areas to be avoided, if possible, include:

- Highly-valued and sensitive rivers, wetlands, and wildlife habitat;
- Specially-designated wilderness zones and "wilderness experience areas";
- Highly-valued recreation areas;
- Forestry research plots and plantations; and
- Existing and future urban and cottage developments, Indian Reserves, airstrips, and communication facilities.

Special Siting Opportunities

Areas representing special opportunities for corridor siting were also identified, including:

- Existing transmission line rights-of-way and, in some instances, roads, pipelines and railways;
- High, dry areas with exposed bedrock, suitable for tower foundations;
- Permitted logging areas already or potentially subject to disturbance; and
- Areas within five kilometres of gravel and sand deposits potentially usable for construction purposes.

The Four Alternative Corridors

Four alternative corridors were identified that could potentially accommodate one or more alternative routes for the Manitoba-Ontario Interconnection. The corridors were named, from south to north:

- *High Lake*
- *Caddy Lake*
- *Nora Lake*
- *Marion Lake*

Although the four corridors exhibit some regional differences, they tend to have many features in common. In general, they share the same alignment within the western zone and then fan out across Whiteshell Provincial Park to their respective interprovincial border crossing "windows".

Common Features

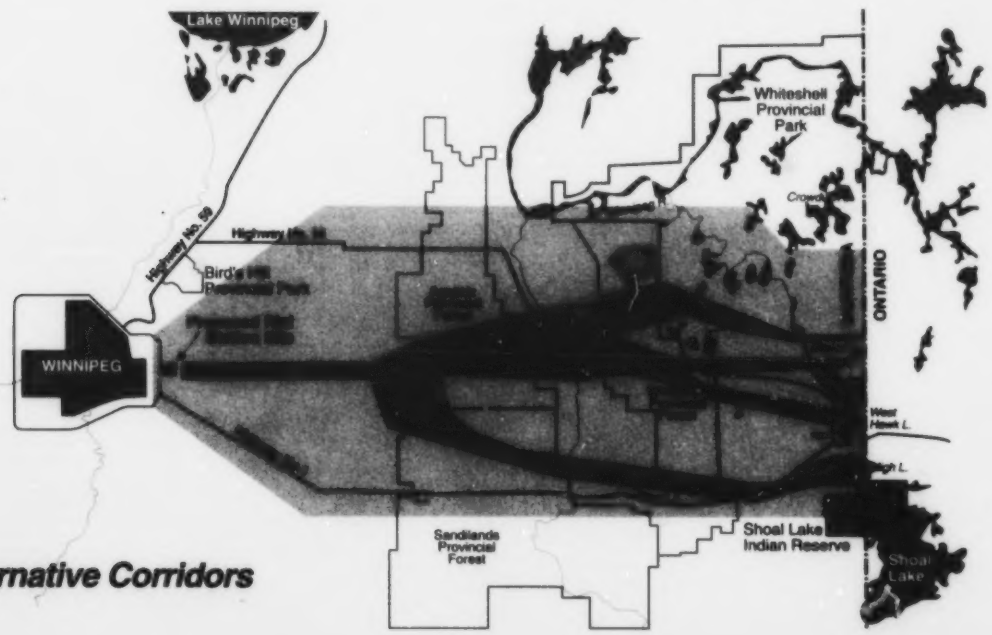
All four corridors are similar in line length and construction cost and share many of the same kinds of conditions. Each follows the existing Dorsey-Forbes transmission line right-of-way east of Riel for approximately 35 kilometres. To varying degrees, each crosses:

- Streams and rivers which contain fish spawning habitat;
- Provincial Forests;
- Land used for agricultural purposes;
- Known highly-valued recreational areas; and
- Extensive areas of bog, swamp and fen.

All corridors, again to varying degrees, avoid or make it possible to avoid:

- Great grey owl breeding habitat;
- Known rare and endangered wildlife habitat;
- Indian Reserves;
- Existing communities;
- Areas designated for future urban and rural residential development;
- Airstrips and float plane bases; and
- Communication facilities.

The two greatest influences on corridor identification were the common use of the Dorsey-Forbes right-of-way and other existing transmission line rights-of-way (including the existing 230 kV lines through the Mantario Wilderness Zone), and the opportunities for potential crossings at the Manitoba-Ontario border. The latter are limited by numerous lakes in the vicinity of the border and by cottage developments at Falcon, West Hawk, Caddy and Marion lakes.



Alternative Corridors

Corridor Comparison

After initial study, the advantages and disadvantages of each corridor were defined and compared.

High Lake

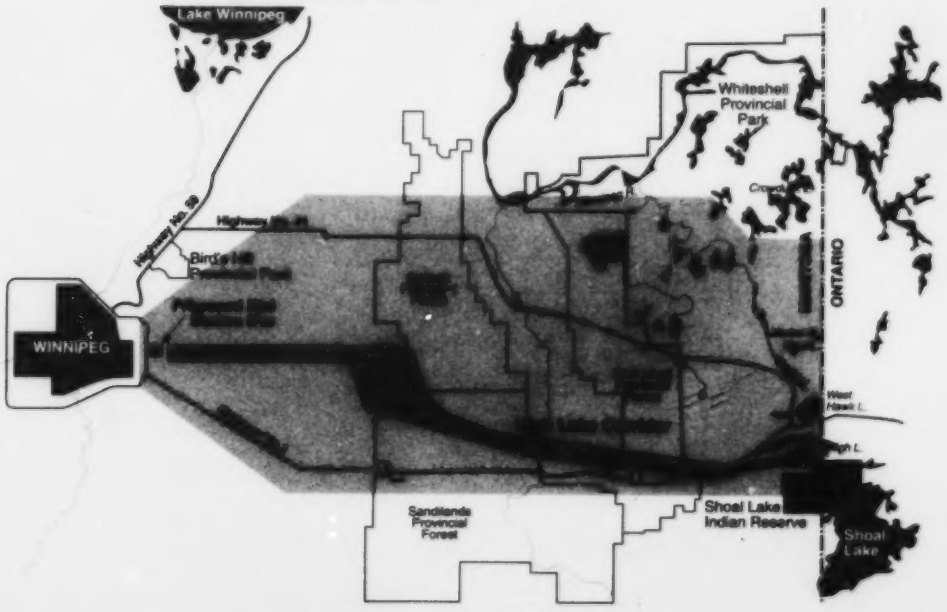
The High Lake corridor is the most southerly option and the alternative that, to the greatest extent, avoids Whiteshell Provincial Park. Two border crossing opportunities exist within this corridor – a northern option between Falcon and High Lake; and a southern option between the north boundary of Shoal Lake Indian Reserve No. 40 and High Lake. West of the border, the corridor immediately exits Whiteshell Provincial Park, crossing Falcon River near the south boundary of the park.

From this point the corridor crosses the Trans Canada Highway east of East Braintree. Continuing west, it crosses the Birch and Whitemouth Rivers north of Hadashville, then proceeds northwest and joins the existing 500 kV Dorsey-Forbes transmission line right-of-way near Vivian, and continues to the proposed Riel Station site.

Evaluation

Of the four alternatives, the High Lake corridor traverses the fewest biophysical constraints. It avoids crossing the Mantario Wilderness Zone, avoids known high-concentration moose areas, crosses one known spawning stream and includes five kilometres within Whiteshell Provincial Park. Socio-economic advantages include avoidance of cottage areas in the park and crossing of a limited number of canoe routes and hiking trails.

On the other hand, High Lake, which is about 135 kilometres in length, is slightly longer than the other alternatives. It is the only one that traverses areas suitably subdivided for rural residential development (near the Whitemouth and Birch Rivers). While it avoids seriously constrained districts within the Shoal Lake Watershed Sensitive Area (proposed to be designated under the Manitoba



Environment Act) it does traverse the area and is located adjacent to Shoal Lake Indian Reserve No. 40.

Moreover, as the High Lake corridor has the least potential for paralleling or utilizing existing transmission line rights-of-way, it may increase use of formerly inaccessible areas, involve new land impacts and may require the greatest amount of clearing.

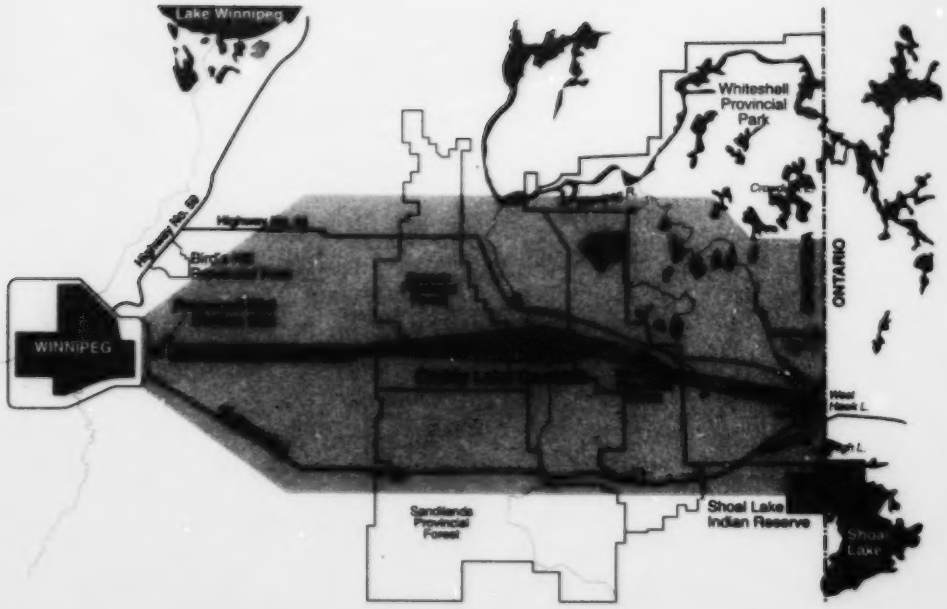
Caddy Lake

The Caddy Lake corridor passes through a narrow opening between extensive cottage developments at West Hawk and Caddy lakes. Proceeding west, it crosses Highway 44 south of Caddy Lake and traverses an undeveloped region of Whiteshell Provincial Park between Frances and Rock lakes. Upon exiting the park the corridor proceeds northwest, crossing the Whitemouth River in the vicinity of Elma. West of Elma, it joins the existing Dorsey-Forbes right-of-way to Riel, as do all corridors.

Evaluation

The Caddy Lake corridor is approximately 130 kilometres in length, of which 30 kilometres are within Whiteshell Provincial Park. The corridor traverses an important, intensive outdoor recreation zone within the Park. Extensive cottage developments in the West Hawk and Caddy Lake area seriously limit routing flexibility at the Manitoba-Ontario border.

Like the High Lake option, Caddy Lake may also increase use of formerly inaccessible areas. On the other hand, it avoids the Mantario Wilderness Zone and nearly all identified biophysical constraints within Whiteshell Provincial Park. Exceptions include isolated pockets of great grey owl breeding habitat, several small forestry plantations northeast of Star Lake, and three known spawning streams.

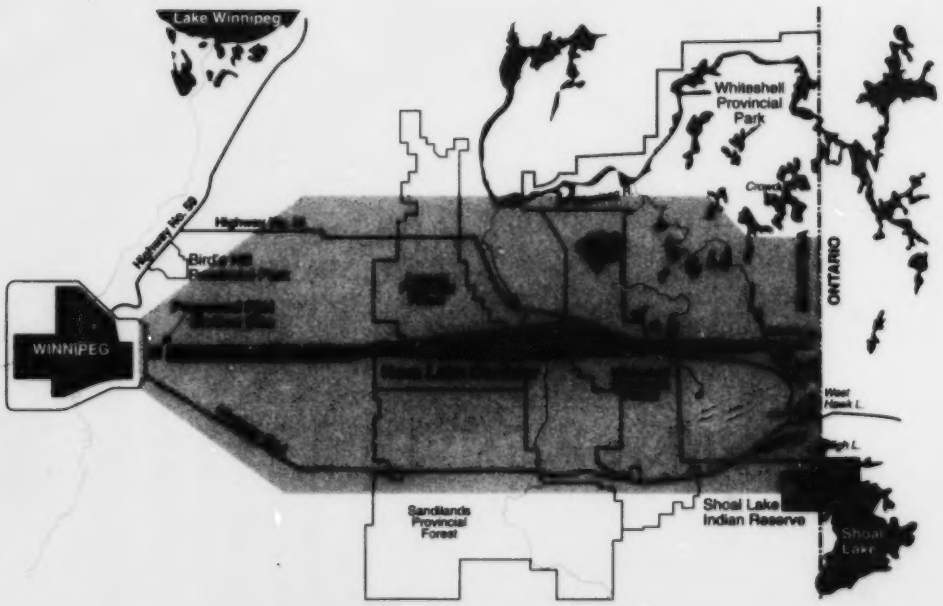


Nora Lake

The Nora Lake and Caddy Lake corridors share the same border-crossing window. Immediately west of the Manitoba-Ontario border, the Nora Lake corridor proceeds northwest between Nora Lake and McDougalls Bay on West Hawk Lake. Proceeding west, the corridor incorporates an abandoned Hydro transmission line right-of-way for approximately six kilometres. Continuing north of Highway 44 within Whiteshell Provincial Park, it exits the Park near Rennie. The remainder of the corridor is identical to the Caddy Lake alternative.

Evaluation

The Nora Lake corridor avoids most biophysical and socioeconomic constraints, including the Mantario Wilderness Zone. Like the Caddy Lake corridor, it may increase the use of formerly inaccessible lands. In addition, it will cross isolated great grey owl breeding habitat, small forestry plantations, and four known spawning streams. Of its 130 kilometre length, the corridor could parallel existing transmission line rights-of-way for approximately 65 kilometres, of which approximately 30 kilometres are within Whiteshell Provincial Park.



Marion Lake

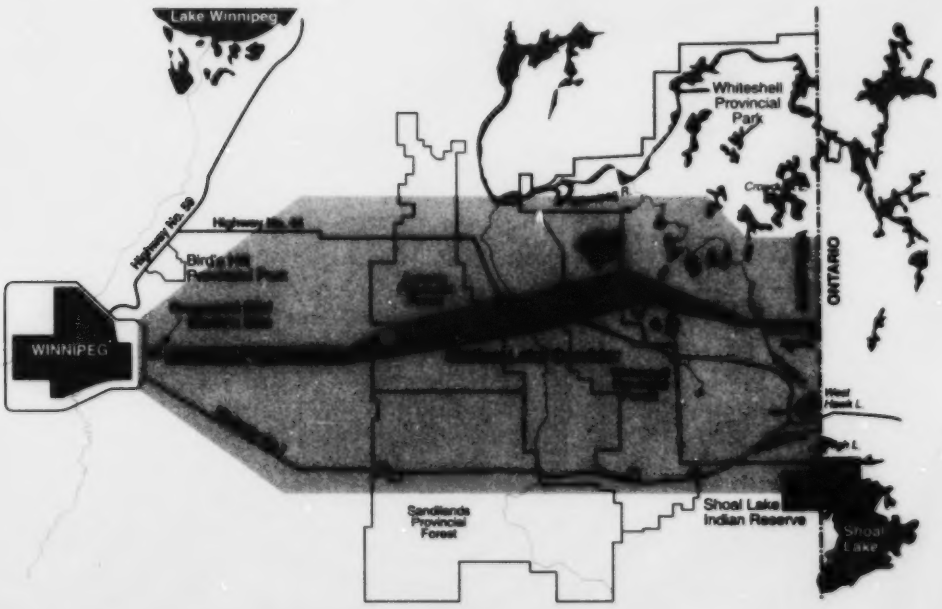
The Marion Lake corridor is the most northerly option. It offers a border crossing opportunity adjacent to and north of the point where two existing 230 kV transmission lines cross the interprovincial boundary.

The Marion Lake corridor parallels these lines westward through Whiteshell Provincial Park. It then progresses southward and crosses the Whitemouth River between the communities of Whitemouth and Elma. Continuing west, it parallels a 138 kV line to Vivian, and joins the 500 kV Dorsey-Forbes right-of-way to Winnipeg.

Evaluation

Of the four alternatives, the Marion Lake corridor crosses the most biophysical constraint areas. It is the one option that crosses the Mantario Wilderness Zone and important moose range between North Cross and Crowduck Lakes. It traverses about 40 kilometres of Whiteshell Provincial Park, highly valued waterfowl habitats and two known spawning streams. It involves crossing three canoe/hiking routes, including the Mantario trail and other locations being marketed as wilderness experience areas.

On the other hand, the Marion Lake corridor avoids cottage developments to the greatest extent. Moreover, it could potentially utilize existing transmission line rights-of-way for about 100 kilometres of its total length of 130 kilometres. As a result, a route within this corridor would minimize new access and right-of-way impacts, and may require the least clearing.



Corridor Preference

All four corridor options meet Hydro's basic functional and technical requirements for development of the Manitoba-Ontario Interconnection. Furthermore, all corridors involve border crossing locations that are acceptable to both Manitoba Hydro and Ontario Hydro.

Manitoba Hydro has concluded that the two northern corridors – Nora Lake and Marion Lake – are preferable to the two southern options. While the alternative corridors have many biophysical, socio-economic, and routing opportunities in common, they also have some distinguishing advantages and disadvantages.

Of all the alternatives, the Marion Lake corridor offers the greatest opportunity to parallel existing Hydro rights-of-way – for approximately 100 kilometres of its total 130 kilometre length. This is considered a major environmental advantage. On the other hand, in the border crossing area, the Marion Lake option traverses the Mantario Wilderness Zone along the right-of-way of the existing 230 kV interconnection.

The Nora Lake corridor, although it offers less opportunity to parallel existing transmission lines, avoids most biophysical and socio-economic constraints. Continued consideration of the Nora Lake option thus provides an opportunity to incorporate its advantages, especially in the vicinity of the border crossing, in a combined, preferred Northern Corridor.

Manitoba Hydro will conduct public consultations with a variety of individuals and organizations to receive their comments respecting the alternative corridors. At the same time, Manitoba Hydro will continue its ongoing liaison with Ontario Hydro respecting a mutually acceptable border crossing. Following these consultations, Manitoba Hydro will complete its preferred corridor submission and request environmental approval.

The Next Steps

Manitoba Hydro has requested provincial and federal government authorization to develop the Manitoba-Ontario Interconnection.

Regulatory Process

Before provincial and federal approval can be granted, Hydro must submit routing studies and an environmental impact assessment for the project. The first-stage corridor selection document and supporting materials on the Manitoba-Ontario Interconnection are expected to be submitted in early 1992.

A joint federal/provincial Environmental Review Panel has been established to undertake the regulatory review and conduct public hearings on the Interconnection. This Panel is responsible for making recommendations to the provincial and federal governments. Before construction work can begin, the formal approvals of the Manitoba Minister of the Environment and his federal counterpart are required.

Following public consultation on the Manitoba-Ontario Interconnection, Hydro will complete its corridor selection study and request first-stage regulatory approval for a preferred corridor. Once this approval is obtained, Hydro will identify and evaluate alternative transmission line routes within the selected corridor. Manitoba Hydro will continue to coordinate its activities with Ontario Hydro to ensure that a mutually acceptable border crossing is determined. Further public consultation will be held during the route selection and environmental impact assessment study process. Final documents will be submitted to the joint Panel for review and public hearings during the second stage approval and licensing process.

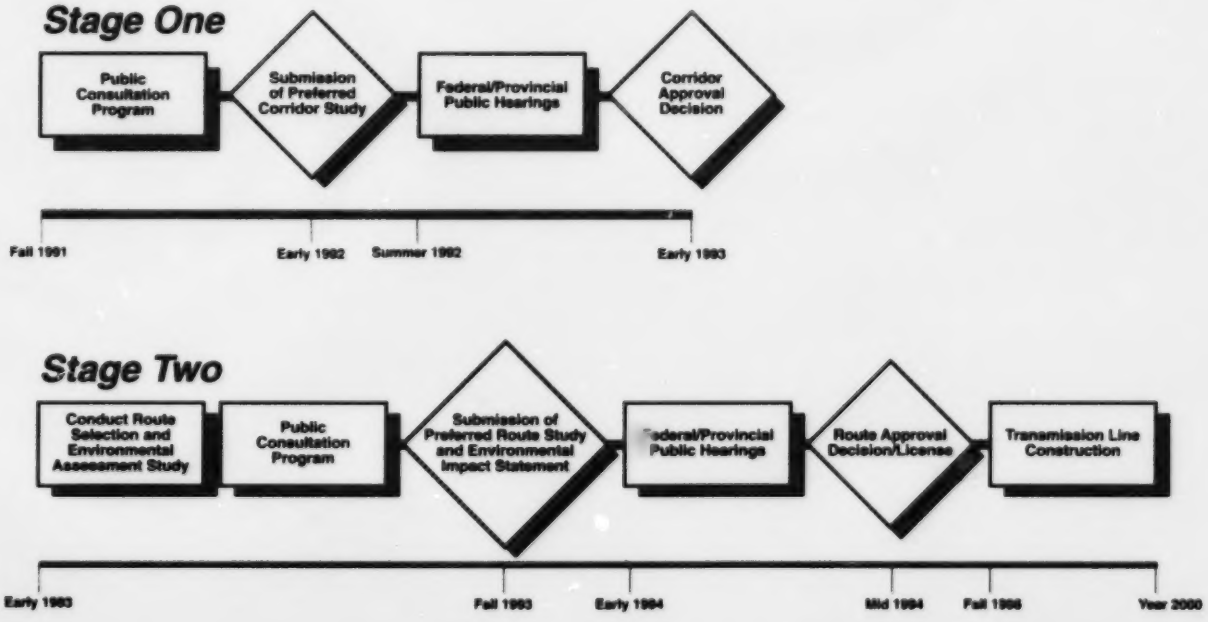
Public Consultation and Comment

Throughout this regulatory process, members of the public will have a series of opportunities to make their voices heard. The open houses, planned to begin in the fall of 1991, represent the most important current opportunity for interested parties to provide Hydro with their views and suggestions before the final Manitoba-Interconnection Corridor Selection Study is completed.

Once that document is submitted to the Panel, it will be available to all persons in preparation for public hearings on the project. Anyone may appear before the Panel in support of, or in opposition to, Hydro's proposals.

Manitoba Hydro looks forward to discussing this project with you.

Meetings and open houses will be held to provide information and opportunities for public comment on the Manitoba-Ontario Interconnection transmission line.



Comments

We would like you to take this opportunity to provide us with your specific comments and suggestions about the Manitoba-Ontario Interconnection Transmission Line and the preferred corridors. We also welcome your thoughts and ideas about the continuing assessment of the potential impacts of the line's development and operation. Please write your comments below and forward them to Manitoba Hydro at the address shown.

Corridor Preference for Manitoba-O ıtario Interconnection:

Line Construction:

Line Operations and Maintenance:

Other:

Name: _____

Address: _____

_____

Postal Code: _____

Telephone Number: _____

Please send completed forms to:

Dr.W. L. Everett
Manitoba-Ontario Interconnection
SSEA Project Leader
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820 Taylor Avenue
Winnipeg, Manitoba R3C 2P4
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Fax: 474-4854

(Please use reverse if more space is required)

Additional Comments